

TELEGRAPHIC.

WINNIPEG, Jan. 6, '98.

Earl of Wilton is dead.

A train was robbed in the suburbs of Kansas City.

Nurse Beggins, of Saltcoats hospital, was fatally burned.

Reported that a Chinese loan is being floated in London.

Judge Jette has been appointed Lieutenant-Governor of Quebec.

The U.S. has not yet settled Alaskan customs regulations.

Sept. Hall of the Loi mine was killed by falling down a shaft.

It is expected at Ottawa that the N.W. M.P. will be increased.

The Marchand expedition was reported on September 17th.

General Weyler defies the Spanish government to prosecute him.

Germany has secured from China a fifty years lease of Kiao Chan.

Toronto has adopted a by-law for the abolition of tax exemption.

The Canadian militia will be equipped with Oliver accoutrements.

An investigation into the cause of the London disaster has been ordered.

The Kaka-khela have blocked the road between Al Musjid and Lund Katal.

Major Shaw, of Toronto, was re-elected by over 4,000 majority over Macdonald.

In the Transvaal, Kruger, Joubert and Schalkhauer are running for president.

Steamers sailing from Vancouver for Alaskan ports are crowded with Yukon gold-seekers.

Three hundred and seventy-nine cheese factories and creameries have registered under the dairy act.

Governor Mackintosh thinks there may be trouble with the United States regarding Yukon gold fields.

Thirty people were killed and a hundred and fifty injured by the collapse of the city hall at London, Ont.

Postmasters are instructed to make up the deficiency on letters insufficiently paid for places within the Empire.

LOCAL.

WHEAT 53c. to 60c.

LIVELY snow fall to-day.

OATS, 25c. feed, 28c. milling.

LARGE grain deliveries continue.

MAJOR GRIESBACH went to Lake St. Ass yesterday.

REV. FATHER LACOMBE is ill in Calgary hospital, but is improving.

D. BROX's thresher is working at Big Bay lake north of St. Albert.

J. J. YOUNG of the Calgary Herald has gone to England on mining business.

A PLEASANT dance was given by a number of the young people in Robertson hall on New Years eve.

R. CROCKART and P. E. Hayden, of South Edmonton, went out on Tuesday's train to bring in horses.

C. DE W. MACDONALD, barrister late of Halifax, has opened office in the rooms above the post office.

Capt. BERNARD started for England on Friday last. His party pulled out for the north on the same day.

LAUDER's bakery building has been removed from its former site to the rear of the present establishment.

WM. SHORT has been appointed solicitor for the branch of the Molson's bank, which will shortly be opened here.

J. OWENS, of Calgary, brought up a car of work horses last week, and sold them out immediately on arrival.

J. S. McDONALD, late of Moose Jaw, has started upon his duties as superintendent of government telegraphs in the North-west.

The Helman & Co. party have gone in to camp on the H. B. fab where they are now engaged in arranging their loads for an early start.

The body of the late Isidore Boisjoly was interred by the mounted police on Monday last in the Roman Catholic cemetery. An inquest was not deemed necessary.

TWELVE thousand bushels of oats and 2,000 bushels of wheat were delivered in Edmonton and South Edmonton on Thursday last. Which of the big grain centres in Manitoba can beat this?

The party from Billings, Montana, who are stopping at Alanson's place, East Edmonton, will start north some time in February. They are practical men and have made their own sleds.

The Winnipegs Tribune commenting on Sir Charles Tupper's advocacy of government aid to the Stikine route to the Yukon, says that the time has come when the government should look most thoroughly into the Edmonton and the Prince Albert routes, because if either one of these should be found to be available and as advantageous as the Stikine route, it should certainly be adopted, as its adoption would be a guarantee that Canadian merchants would receive all the benefits which could possibly flow from the outfitting trade, and those benefits would be something enormous. The adoption of a coast route, no matter what precautions might be taken, would in our opinion expose our Canadian merchants to competition from the States. According to the opinion of Mr. Ogilvie, who is doubtless well qualified to speak on this subject, and the opinion of the minister of the interior, who personally visited the district and inspected the routes, the government would do well to have reports submitted by the most competent available authorities. *

* Very much doubt that, however strong Sir Charles Tupper may be ready to accept his dictum of hand and be prepared to vote a large estimate to construct the proposed link. Before the money is voted the country will want to be thoroughly satisfied that it is an absolute necessity, in the public interest, and that it is not in any way prompted by the importance of any transportation company which may hope to turn the expenditure to its own practical advantage.

INSP. BELCHER left Regina on Thursday last with a detachment of 20 policemen for the Yukon. Constables, Todd, Keyes and Clare of G. division were amongst the number. W. Shreeves and Peck Rowland, dog drivers, went also.

H. A. BISSOET arrived from Chicago last week to start a boarding house at the Landing, in connection with the steamboat enterprise of the Alaska Mining and Trading company. He left for the Landing with other members of the steamboat party this week.

The Medicine Hat News mentions a reported find of placer gold in the Cypress hills. It is a wonder how little has been done to long unexplored. English Charlie, the eldest miner on the Saskatchewan, tells of finding many years ago a grain of coarse gold on the South Saskatchewan at the mouth of a creek coming from the Cypress hills.

On complaint of D. B. Close, of Sturgeon river, J. McDermid, of Stony Plain, was brought before G. W. Gardner, J. P., on Wednesday afternoon last charged with having about two years ago taken up and since used a horse belonging to Close. C. de W. Macdonald appeared for the prosecution and W. Short for the defence. The case was adjourned until to-morrow.

The Regina Leader says that S. S. Phillips of that place has invented an attachment for using the current of a river to propel a boat against it. He is coming to Edmonton to introduce his invention on the Mackenzie route. He calls it rapid climber. On the Mackenzie route from Edmonton the rapids have to be run down but not climbed. However, the idea is good if practicable.

THE Medicine Hat News places the building improvements in that town during the past year at \$50,000.

G. H. GRADY is presenting his custom with a neat calendar, containing a lithographed view of a dog train and sled.

A MEETING of the Young Ladies' Hospital Aid Society will be held at Mrs. Kinnaird's residence on Saturday afternoon at 2 o'clock.

C. W. SWETER, immigration agent at Edmonton, leaves shortly to enter upon immigration work in Illinois for several months, until the spring rush to Edmonton begins.

THE Vancouver World, of Dec. 31st, has issued a 16 page Yukon edition of 50,000 copies. It contains a large amount of valuable information regarding the Yukon and the coast routes to it.

ALEX. STICKLER, of Ponoka, who was brought in by train last week having been severely frozen, died on Monday morning at the general hospital. The body will be taken to Ponoka on to-morrow's train.

J. FIELDER says if the Poplar lake correspondent of the BULLETIN was as good at getting up a Xmas tree as he is at making misleading statements about them, there will have had a bumper this year in the school house.

DANIEL S. LAW of Lynn, Mass., representative of Yukon Trading Co. of the Dominion government observatory, Edmonton, for the dates given:

January.

	Max.	Min.
Monday, 3,	38	
Tuesday, 4,	26	27
Wednesday, 5,	31	12
Thursday, 6,	14	

Barometer reduced to sea level 29.797.

NEW ADVERTISEMENTS.

LOST.

A white goat-skin robe. A suitable reward will be paid to anyone leaving it at this office.

TENDERS WANTED

Tenders for the supply of coal for 1898 for the town hall will be received by the town clerk up to noon Wednesday 12th, inst.

T. HOUROSTON,
Chairman Finance Committee.

TENDERS WANTED

Tenders will be received by the undersigned up to noon Wednesday 12th, inst. for the supply of five feet on the warhouse now occupied by Kenneth Mackenzie & Co., wholesale grocers. Plans can be seen at the office of undersigned.

THOS. HOUROSTON.

Book Debts for Sale by Tender.

Pursuant to the direction of the Honourable Mr. Justice Royleau, of the Court of Appeal at the City of Calgary, the 17th day of December, 1897, I will offer for sale by public tender the books of account and accounts due to the firm of "Cairns & Kelly" as the same appear in the books of account of the firm.

A list of the said accounts may be seen and the books inspected by any person intending to tender for same, at my office, Imperial Bank Block, Edmonton, on the 12th instant, at 12 o'clock in the forenoon and four o'clock in the afternoon.

All tenders to be addressed to "A. McNicol, Receiver of the Cairns & Kelly estate."

Tenders to be on or before the 14th day of January, 1898.

ANDREW MCNICOL,
Receiver and Manager of the Estate of
Cairns & Kelly.

NOTICE!

The regular meeting of Loyalty Orange Lodge No. 164 will be held in Houston's Hall, Edmonton, on Friday evening, January 14th, at 7.30 o'clock. Visiting brethren are invited.

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EDMONTON IS SOLID.

The \$4,000 agreed to be paid by W. Pugsley for the Edmonton district railway charter is now lying in the Imperial bank here at the credit of the town. This is most satisfactory news from every point of view. Under the agreement signed by Mr. Pugsley, unless within one year after the completion of the bridge across the Saskatchewan, he has constructed a railway from the Calgary & Edmonton road to such point within the town of Edmonton, as shall be designated by the council he forfeits the \$4,000 and all rights acquired under the agreement. This looks like an eminently safe and profitable deal for the town whatever turn events may take. If the railway is not built the town is \$4,000 ahead in cash and only one year behind in time. If the railway is built the town is practically not \$4,000, but \$20,000 ahead. It will be remembered that the ratepayers voted \$50,000 to aid the construction of a bridge and railway under this very charter. They are paying \$25,000 for the bridge, and until the present deal was concluded, had every reason to believe that the other \$25,000 would be required to bring the railway across the river. Now they not only get the railway without further payment, but get back all the cash they had expended in the effort to secure it. The BULLETIN has no hesitation in asserting that the chief, if not the sole credit for the radical change in the standing of the town as between a year ago and the present time, is due to the bold and energetic action of the town council of 1897 in putting up a marked cheque for \$25,000 in aid of the bridge. This act required nerve, as the members of the council had to be personally responsible for the money until the ratepayers had passed a by-law ratifying the proposition. Years had been wasted in talk and argument on the bridge question, without result. Cash was needed to bring matters to a focus. The cash was forthcoming in the nick of time, and the results which have followed have unquestionably out run all expectations. The actual putting up of the promised aid secured the commencement of the bridge. The commencement of the bridge fixed the future railway crossing of the river, and therefore the site of the town which all now acknowledge as the commercial metropolis of the north. Then followed the erection of large and substantial buildings, which would not have been warranted under other circumstances; the offer of railway connection already alluded to; the advent of more banks and business houses; and generally the establishment of a confidence in the stability of the place which otherwise could not have existed. The effect is felt throughout the whole district north of the river in an increase of confidence, which is beneficial to the whole community. Fortune used to be pictured as a blind goddess. But good fortune is more often the result of good management than of chance. It is well that when fortune has favored us we should consider to what that fortune is due. The people of Edmonton have themselves to thank through the members of the late town council for the present fortunate condition of their town. Had the late council hesitated last spring and the Yukon excitement arisen before the bridge matter was settled, there is every possibility that such means would have been taken by opposing interests as would have permanently and effectually side tracked Edmonton. But that is past. We stand upon an entirely new footing at the beginning of the new year.

THE GLOBE HAS SPOKEN.

The Globe of December 29th, has an article headed "The All-Canadian Route," in which the description given in the BULLETIN's latest special edition of the overland route to Pelly river is reproduced in condensed form and duly credited,—for which, thanks. There is not one word, however, in support of the route except that "in

the abstract" the idea of an all-Canadian route naturally appeals to Canadians, and that the case which the BULLETIN makes out in favor of the route "will no doubt be fully considered by all who intend to join in the spring rush for the Klondike." The Globe is a big paper with a big circulation, and it is certainly of value to get even mention of the Edmonton route in its columns. Having received this benefit at the hands of the Globe it may seem ungrateful to question further the stand taken by that paper on the matter. But there are other interests involved in this question of an all-Canadian route to the Yukon of importance far and away beyond any matter of courtesy as between such little and such great papers. The Globe is an important factor in the politics or government of Canada, by reason of the numbers of its readers, the public confidence that was bequeathed to it, and the prestige of being an organ of the party in power. It must be considered according to its responsibilities. When it uses its position to create the impression that an all-Canadian route to the Yukon is something only to be considered in the abstract—in other words that it is not a living and important question—it is trying to mislead the public just as much as though it filled columns with bad language in abuse of the proposition. How is it that the Globe considers it of no importance whether Montreal, Toronto and Winnipeg or Tacoma, Seattle and San Francisco do the trade of the Yukon now and in the future; whether the food supplies required shall be drawn from the Canadian West or the Pacific States; whether Canada shall or shall not be at liberty to go and come as she pleases in her own territory? Already there are said to be 30,000 people in the Puget Sound cities awaiting transportation to the Yukon. How much of the millions they have spent and are spending has been added to Canadian trade, although Canadian gold is their object? Are these abstract questions? The Globe is trying to fool the people of Canada, and particularly the supporters of the government, to the injury of Canada, when it takes such a position on the question of an all-Canadian route—that is, if it is not for, it is against, and must be considered as being so; which is the position it occupies up to date.

The conclusion of the Globe's article is no better than its commencement. Its kind intimation that those who want to take the Edmonton route will no doubt go that way does not compare favorably with its hearty endorsement of the idea of government expenditures on the Teslin lake route; which, by the way, it is supported by Sir Chas. Tupper. May be eastern business men and western ranchers will accept its God speed to the Edmonton route as equivalent to the cash assistance which it advocates to the Teslin lake route; and then again, may be they will not.

Let the Globe make no mistake as to the question now before the country. It is not a question of the BULLETIN's knowledge or veracity. It is not a question as to whether or not a macadamized,—or for the matter of that any other kind of—a-road extends from Edmonton to Dawson. The question is: Whether the government of Canada will or will not take such action by the improvement of means of communication between the Yukon district and the adjacent sections of the Northwest Territories as shall ensure the largest share of profit from the development of the gold fields of the Yukon to the commercial, manufacturing and agricultural interests of Canada; and whether the Globe is for or against the advancement of those interests by this means. By the way, the Globe, like its friend the Free Press, still remains oblivious to the existence of the Mackenzie route. Why is this thus? On the overland route it has no opinions; of the Mackenzie route it has no knowledge.

THE people of Prince Albert and Regina are booming a route to the Yukon which they appear to think is a rival of the Edmonton route by way of the Mackenzie; and consequently expend considerable effort in producing evidence that theirs is better than the Edmonton route. The BULLETIN hopes it will be pardoned for suggesting that they are not taking the true or best position on the question in so doing. As between the Prince Albert and Edmonton routes, the difference is in only the starting point and the first three hundred miles or so. Beyond Fort McMurray the route is the same from both places. It is beyond Fort McMurray, at Smith rapids, and Peel river portage that government aid is chiefly required for the improvement of the route. We are satisfied with conditions as they exist as far as Fort McMurray on this route, and if they have the better route no doubt they are satisfied with existing conditions from Prince Albert to that point. Then why not combine with Edmonton and Calgary to secure the construction of tramways at Smith rapids and from the waters of the Peel to those of the Porcupine, a matter of 35 or 36 miles in all? This is what will boom both routes more than either can be boomed without such construction. Why not make common cause, instead of belittling each other's advantages to the loss of both?

A Good Opportunity

TO PROCURE

Good Clothing Cheap

DURING THE HOLIDAYS..

Having made arrangements for one of our representatives to go to Montreal for the purpose of buying fresh stock, etc. we are desirous of reducing our present

VERY LARGE STOCK OF CLOTHING and in consequence will offer to the public the

..PICK OF 250 SUITS.. Comprising all kinds and qualities of Men's Suits, upon which we will make LARGE REDUCTIONS.

Give us a trial and you will be fully convinced that we are carrying out what we advertise.

Sigler & Cristall

... CHEAPSIDE ...

Next to Macdonald's Drug Store.

Carriage AND Repair

.. SHOP ..

QUEEN STREET, EDMONTON.

(In rear Jas. McDonald's shop)

.. SEE ME ..

Klondyke Toboggans and Flat Sleighs

at reasonable prices. Repairs of all kinds on the shortest notice.

Low prices is my motto. Come and see me

JOS. BOUGIE.

SLEIGHS ! JUMPERS !

Flat Sleighs

150 Toboggans or Flat Sleighs on hand, also Jumpers and Sleighs, Horse and Dog Carriols, Etc.

J. WALTER,
Upper Ferry Crossing.
EDMONTON. ALBERTA.

Watch

for

J. Looby's

Harness

Advertisement

Next

Issue.

Jos. Ullman & Co., of St. Paul, have recommenced for buying for the coming season at their old stand.

THOS. HOURSTON,
Representative.

21f

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JAS. MCDONALD,

HOTEL ARRIVALS.

Queens—H. H. Quick, Dunvegan; A. E. Lake, Stony Plain; Geo. Gray, J. M. Moran, P. Mohr, M. Mohr, Beaver Lake; J. K. Boyce, T. W. Martin, Fort Saskatchewan; Ed. C. Dawson, South Edmonton; H. Belanger, Stony Plain; C. Cook, Slocan, City; C. G. Greathead, Lacombe.

Alberta—B. F. Boyce, Geo. Wallace, Wetaskiwin; J. L. Johnson, town; E. W. St. John and wife, South Edmonton; E. J. Sweeny, Calgary; H. H. Madill, W. S. Rough, W. Purcell, C. P. Ward, A. S. Birnes, Winnipeg; J. Tierney, E. Brosseau, S. Alberta; Chas. Parsons, Montreal; L. Moret, J. Lamoreaux, Mrs. F. Marriagi, Adamson, Fort Saskatchewan; J. Z. C. Miquelon, Wetaskiwin; Jas. M. Moran, Lacombe; Harry A. Weighrich, Los Angeles, California.

Jasper—Chas. Conner, Emile Dubouze, Emery Dubouze, Fort Saskatchewan; Jas. F. Mott, M. H. Wilson, Athabasca; J. D. Campbell, W. M. McLean, Edna; A. Pearce, Bonny City; J. M. Tebo, Nelson; B. C. R. A. McDonald, Glenora; John Owens, Calgary; W. H. Carpenter, Fort W. W. McGillis, Sturgeon; John Wilson, West Australia; O. Osborne, Miner's flat; W. H. Hodges, H. B. O. M. McKinlay, Stony Plain; H. Schultz, Chicago, Ill.

BEAVER LAKE EAST.

August Verch had the misfortune to lose a horse by accident lately.

"Dere's music in de air"—the sound of wedding bells. More on this head later.

Our farmers are busy hauling in grain, and the "record" is being smashed variously and often. A couple of cracks in the ice prevented them from going straight across the lake until lately.

WARMOLTS AT HOME.

Chicago Inter-Ocean, Dec. 28: Lambertus Warmolt, who headed an expedition of Chicago men to Klondike by way of Edmonton, Canada, has returned by the winter. The party is comfortably camped at Fort Resolution, 1,200 miles north of Calgary, where they will remain through the winter. They are housed in a building belonging to the Hudson's Bay company, and want for nothing necessary. They are well supplied with flour, bacon, coffee, sugar, and canned goods. For fresh meat they have bear and moose in plenty. Mr. Warmolt does not give any evidence of his long and arduous travels. He says that he never felt better in his life. On the long journey he and a companion slept in the open every night, with the thermometer at 45 degrees below zero. They had no tent and no sleeping bags. Wrapped only in their blankets, they experienced no discomfort whatever. Both bear and moose hunting, he says, are excellent. No party of active men with weapons fear starvation. He believes in the Edmonton route. His return trip to Calgary was made in thirty-one days of actual travelling, part of the way by dog team. He will start for Alaska early in the spring, taking his wife and three small children with him. He thinks that a man and family who go prepared may be almost as comfortable north of the arctic circle as in Chicago.

CLOVER BAR.

Friday evening, the 31st ult., is one that will long be remembered in Clover Bar as that on occasion a large number of Mr. Hollbrook's friends assembled at the residence of Mr. Jas. Ritchie, Millmanair, and presented him with the following address accompanied by a beautiful gold pin set with pearls and garnets:

To Mr. R. E. HOLLBROOK,
Dear Teacher: We, in the name of the undersigned, the friends of Clover Bar, cannot let you go from here without expressing to you the highest regards while we hold you as a teacher, and are sorry at your departure from us. We ask you to accept in this name this small token of their respect; and we hope you will long be spared to us it and that all blessings will attend you in the place wherein you have been called to labor.

Signed—
Ezekiel Keith, Wm. J. Ottewell,
Frank Carsadden, Mabel Carsadden,
Frank Pittie, Hattie Wakeford,
Geo. Ottewell, Bert Smith,
Wm. Keith, Maggie Pittie,
Dixie Smith, H. J. Smith,
Wm. Wakeford, Laura Thorsmark.

Mr. Hollbrook, although taken by surprise, replied in a few well-chosen words, thanking them for the kind way they had treated him during the past three years.

Mr. Hollbrook was also the recipient of a very handsome photo box, a present from Mr. and Mrs. Phillip Ottewell, as a token of the high esteem in which he is held by them individually.

The evening was very pleasantly passed in songs and games of various kinds. The New year was greeted in the old Scotch style, and thus one of the most pleasant evenings of the season was brought to a close.

An OBSERVER.

WHITE FISH LAKE.

Indian Advocate: Threshing and grinding are now going on at the mill. The engineers' both jobs. Weather has been so mild that butterflies and house flies are about looking for spring. Mrs. John Batty, who has been visiting in Ontario, has returned with her two young children. The three eldest remain in Ontario to be educated. A fine ball from the noted McShane family is lying at the C. P. R. station, Edmonton, to be used for the Methodist mission, Saddle lake.

A monument is being erected at White Fish lake in memory of Rev. H. B. Steinheuer, the pioneer missionary at White Fish lake. Two pupils left White Fish lake on Nov. 23rd, for the Industrial school at Red Deer. The ice in White Fish lake was heaved into fantastic and many places by an explosion which occurred on the evening of Dec. 1st. The explosion is supposed to have been caused by gas generated by the decomposition of vegetable matter in the lake. A Christmas tree entertainment was given in the school house on the evening of the 24th.

ASSINIBOIA CREAMRIES, SEASON 1897.

Creamery. No. of inches lbs.
Patrons. cream butter
Moneenaw, 113 35,331 31,583
Whitewood, 130 48,709 46,871
Grenfell, 50 35,319 34,700
Wolseley, 47 54,886 49,352
Yorkton, 112 50,452 49,352
Indian Head, 61 30,452 29,115
Qu'Appelle, 97 27,020 25,500
Regina, 75 31,863 30,502
Moose Jaw, 55 35,276 40,351

St. Albert

—TO THE—

- Yukon -

ST. ALBERT

Is a good business town nine miles north-west of Edmonton, directly on the road to the Great Gold Fields of the Peace, Liard and Pelly rivers and beyond.

There are several large establishments here, including Stores, Butchers, Hotels, Blacksmiths and Freighters.

Intending Gold-seekers are advised to come here, for living is cheap, reliable information from the natives of the country may be had for nothing, and this is the last outfitting point for the Klondyke.

Packhorses to any number can be bought here cheap, and encampments with abundance of wood and water are to be found everywhere.

H. W. McKenney

YUKON OUTFITTER

And Mammoth Wholesale and Retail General Store,

ST. ALBERT, N. W. T.

Wanted at once 10,000 feet of Birch in logs or boards. Small or large lots accepted.

This Way FOR Winter Goods

We are showing the largest and most complete stock of General Dry Goods, Clothing, Boots & Shoes, Moccasins, Heavy Rubbers, Men's Overcoats, Gloves, Mitts, Underwear, Groceries, Hardware and Crockery ever shown in Fort Saskatchewan at prices that can not be beaten. Give us a call.

TERMS CASH....

SHERA & CO., FORT SASKATCHEWAN.

JUST RECEIVED..

a full line of

Scotch and Irish Tweeds

AND FINE WORSTEDS FOR PANTINGS.

Duffel Suits for the Klondike a specialty.

All work guaranteed.

Repairing done on short notice.

P. Wagner & Co.

To Gold Miners

When outfitting for the Gold Fields and preparing for the long journey before you reach them, you can secure from me your complete outfit of...

Pack Saddles

Packing Straps,
Pistol Holsters,
Knife Sheaths,
Gun Cases,
Cartridge Belts, Etc.

Harness, Saddles, Sweat Pads, Curry Combs and Brushes on hand.

All kinds of leather work made to order at reasonable rates.

B. J. COLLINS,

Birch Wanted!

Wanted at once 10,000 feet of Birch in logs or boards. Small or large lots accepted.

CITY CARRIAGE WORKS, Edmonton.

...ALBERTA..

Meat and Packing

...HOUSE..

Capacity 200 Hogs a day.

Pork Packer and dealer in all kinds of Fresh and Cured Meats.

WHOLESALE AND RETAIL.

Special attention paid to Miners

Supplies.

Cold Storage and Packing House—East Edmonton.

Office and Store—Jasper Ave., Edmonton.

C. GALLAGHER.

NOTICE!

Having learnt that persons are offering inferior coal for sale and representing it to be the output of my mine, I hereby warn the public against accepting such coal. All coal from my mine is accompanied by a certificate to that effect.

FRANK SMITH,
Manager Sturgeon mine.

Miners' Supplies

OF ALL KINDS.

Flour, Miners' Picks,

Tea, Miners' Shovels,

Sugar, Miners' Spades,

Bacon, Gold Pans,

Beans, Rope,

Rice, Axes,

Salt, Hatchets,

Oatmeal, Saws,

Coffee, Tools,

Patent Medicines, Knives,

Condensed Milk, Powder,

Canned Goods, Shot,

Etc. Etc. Etc. Shells.

Telephone connection with Railway

Station and, Edmonton.

Farms for Sale. Write for information.

H. W. McKenney

ST. ALBERT, N. W. T.

The Edmonton Flour Mills -

The undersigned beg to notify the public that they have leased the above flour mill from D. R. Fraser for the season. The machinery has been recently overhauled and put in first-class shape and they are now prepared to do first-class work.

GRISTING & CHOPPING

Done on short notice.

J. S. McCALLUM,
P. BLATCHFORD.

G. W. ALMON.

Real Estate, Fire and Life Insurance Agent,
Bulletin Block, Edmonton.

COMPANIES REPRESENTED:

London & Lancashire Fire Insurance Co.
Hartford Fire Insurance Co.
Imperial Life Assurance Co.

COAL!

Of first class quality \$2.50 per ton de-
livered. Cash on delivery, no exceptions.

J. MILNER.

Fort Saskatchewan MILLING COMPANY.

BRANDS:

"Alberta Patent"

"Alberta Strong Bakers"

"Cur Daily Bread"

"X X"

WHOLESALE ORDERS A SPECIALTY.

Traders would do well to enquire for prices before purchasing elsewhere. Once used always used. More bread to the sack than any other flour manufactured in Alberta.

FORT SASKATCHEWAN AND STURGEON MILLS.

Post Office—Fort Saskatchewan.

Merchants and Traders supplied from the Wholesale Depot at Edmonton. All brands in stock.

W. S. ROBERTSON, Agent

NOTICE.

We understand that flour has been offered for sale in unbranded sacks, and represented as the product of our mill, and we wish to warn the public that we will be responsible for neither the quantity or quality of any flour claimed to be our product unless in sacks branded with our trade mark.

FORT SASKATCHEWAN MILLING CO

LUMBER FOR SALE AT STURGEON MILL

All kinds of lumber for sale. Boat lumber a specialty. Call or write for prices.

NOTICE.

Notice is hereby given that an application will be made to the Parliament of Canada, at its next session, for an Act to incorporate a Company with power to construct, maintain and operate a railway from a point on the Peace River, in the Northwest Territories of Canada, to a point on the Peace River; thence by the most feasible and practicable route to a point in the Yukon District, also to construct a branch line thereto; also to own and operate steamers, barges, ferries and other vessels in connection with such railroads, and to maintain roads and trails, and to open up to the public such points as may be desirable between the above points, or points on other roads, also to open up to the public such points as may be practicable, roads, trails, and paths, and to exercise mining rights and powers; to construct roads, tramways, wharves, mills and other works; to exercise the power to make and collect tolls; to receive from the Government of Canada or other corporations or persons grants of land or money or credit, and to exercise the power to lease or let land or property; to build telegraph on telephone lines; to exercise mining rights and powers; to construct roads, tramways, wharves, mills and other works; to receive from the Government of Canada or other corporations or persons grants of land or money or credit, and to exercise the power to lease or let land or property; to enter into traffic and other arrangements with other railway and transportation companies; to issue preference and common stocks and bonds with all such other powers, rights and privileges as may be necessary for the purposes of the undertaking.

KINGSMILL, SAUNDERS & TORRANCE,
Solicitors for the applicants.

Dated at Edmonton, this 26th day of November, 1897.

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